

AMENDMENTS TO THE SPECIFICATION:

Without prejudice, please amend the Specification as follows:

Please amend the paragraph beginning at page 9, line 10 (and ending at page 10, line 2) of the Substitute Specification as follows:

--When turning ignition switch 12 off at instant t_0 (illustrated in Fig. 2 as abrupt decrease in signal $I_{[[1]]}$ from a high level to a low level), EPB control device 14 detects the described state of motor vehicle 1 and outputs a signal to engine control device 10, which induces it not yet to terminate the operation of drive motor 3. This is illustrated in Fig. 2 by a horizontally extending line M, which continues past instant t_0 at a high level. At the same time or subsequently, EPB control device 14 outputs a signal to an activation device for activation of the electric parking brake, so that the electric parking brake is activated beginning with instant t_1 and is fully activated at instant t_2 . This is illustrated in Fig. 2 by a line B, which rises from instant t_1 to instant t_2 . The electric parking brake then stays in the activated (engaged) state. A time span that corresponds to the interval between instant t_0 and instant t_3 at which engine control device 10 initiates the switch-off of drive motor 3 is predefined in engine control device 10 (for example, programmed). As indicated in Fig. 2 by a descending line M between instant t_3 and instant t_4 , drive motor 3 is turned off only after the interval has elapsed. The interval may be selected to be greater than the maximally possible duration of the activation of the electric parking brake, plus possible intervals that are required to carry out the described control measures. For example, as illustrated in Fig. 2, a short delay occurs until the activation of the electric parking brake begins at instant $t_1 [[t_0]]$ after ignition switch 12 has been turned off.--.